

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY

Czechoslovakia

DATE DISTR.

6 December 1954

SUBJECT

Operation of Railroads

NO. OF PAGES

25X1

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

Railroad transportation in Czechoslovakia has become ~~more complicated~~ ^{more complicated} since to what it was in 1953. Railroad schedules are ~~not~~ ^{not} station masters do not feel obligated to keep definite ~~schedules~~ ^{schedules} since all freight trains have priority over passenger trains. To ease this transportation crisis, the Communists are putting into effect a new development called "The movement of Heavy Tonnage" (Hnutí těžkotonazniku). This is about the fourth such development effected by the Communists since they took over the country. As a ~~result~~ ^{result} ~~some lines are operating on~~ ^{some lines are operating on} ordinary railroad schedules, ~~others~~ ^{others} ~~the Lenin method (Leninská metoda)~~ ^{the Lenin method (Leninská metoda)}, and still others according to the "heavy tonnage" movement. These different developments only tend to increase the existing chaos causing the railroad transportation system to suffer both administratively and technically: administratively, by lack of conformity to schedules; and technically, by deterioration of equipment. The engines and coaches are in very poor condition and in constant need of repair. The frequent change of personnel is given as the reason for the poor condition of the trains. The Communists are presently putting a new system into effect which they call the "permanent service personnel" system (stala obsluha), i.e., the entire train, including the engine, is to be operated and serviced by a crew assigned permanently to that train. Such a train travelling from Usti nad Labem to Ceske Budejovice with a load would return to Usti nad Labem empty if no cargo is assigned to the train in Ceske Budejovice. No other engineer is authorized to take charge of the train. Some of the trains have signs on them indicating that they are "under personal maintenance" (V osobni peci). Source indicated that ~~these~~ ^{these} trains are in such poor condition that the sign "under personal maintenance" was not complimentary to the crew but rather a danger sign to passengers. The days are gone when engines and coaches were the pride of railroad engineers. It is not unusual to fail to replace missing engine parts if they have no direct bearing on the ability of the train to move (sic). ~~Source reported~~ ^{Source reported} of approximately 30 trains checked, not one left or arrived on time.

CLASSIFICATION

SECRET

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB		DISTRIBUTION					
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FRI		ORR	Per	r			

25X1

Page Denied